MOTORISTS SHOULD KNOW TRAFFIC RULES

(Sontinued from page 3)

that should he conduct himself carefully and escape a second or a third warning, the first warning will not result in any punishment.

For something more than three ears the traffic division of the New York police department has been under the active direction of Inspector Thomas Myers. Many of the methods referred to in this paper originated with him and his officers and men, and to them should be given a great amount of credit for what has been ecomplished in the traffic regulations

of the city. Should any of you be sufficiently interested in this subject to find out detail just how our system of warnngs is kept, I should be very glad o send you personally a brief treatise this subject upon request.

But warnings, safety zones, onevay streets, play streets, and car tops are only a part of this traffic egulation as the New York police deartment sees it. By talks, moving ictures, lantern slides and newsaper publicity, Commissioner Woods as tried to keep the dangers of treet accidents and the value of trafic regulations constantly before the bublic. The campaign of education he has carried it on is roughly as

Police sergeants have been as signed to talk in the various garages and stables to drivers and chauffeurs. They base their appeal to these men on the assistance the police can render in protecting the property in their care, asking for cooperation and appealing to them to exercise care and judgment in protecting the pedes-

Police sergeants are sent to the public schools to talk to children on how to avoid street accidents.

The department distributes lantern slides illustrating the common causes of street accidents and how to avoid them. These slides are displayed throughout the city.

A year ago, the police commissioner asked the aid of the Advertising Club of New York in a publicity campaign on traffic regulation and street accidents, and the club in response gave the department a group of experts in about every line of advertis-ing. With a wealth of suggestions right to avand officers of the force, this adver as rapid progress of vehicles as is tising committee with a representative of the department worked out a campaign which included the use of about every possible publicity medium for bringing facts and figures to pub-

The whole campaign was based on a colored picture of a careless driver, an officer carrying an injured child away in his arms, and a line directing the public to ask a policeman for a apprehend the driver. safety booklet. With this as a trademark of the campaign, the town was proper witnesses be taken. placarded—in store windows, elevated, subway and street car lines, public schools and other places. There were issued 50,000 of these cards, and approximately 500,000 of the safety booklets were given out by officers on post. Stereopticon slides carried the picture into every moving picture to prevent accidents. panies further cooperated by making moving pictures illustrating the warnings and advice given in the police safety booklet. Advertising companies painted the police warnings on conspicuous out-of-door signs throughout the city. Merchants came into the campaign by carrying the warn- Also a note to pay, ing captions and headlines in the But why should I remember that? reading matter of their paid adver- his business, night and day,

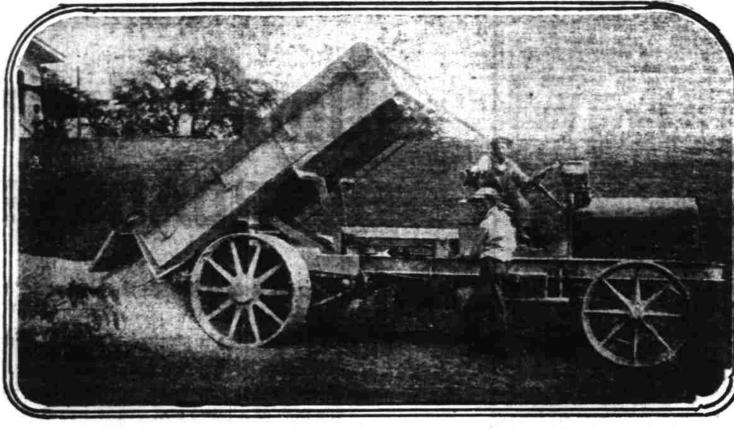
tisements in the newspapers. Never before to cae history of the department has any such attempt been | And wonder what in thunder made to reach the people by such an | 1 came for anyway, appeal, and never before did mem. And where I'm going to park, bers of the force come in such di- And say! rect personal contact with an appeal I thought this town some size, that made so many friends for the But here it is, by gum, force. This is proof, in my mind, that As full as Noah's Ark! not only can the public and police cooperate in good police work, but that such cooperation is necessary and I pass unless, perhaps, essential to good government.

In conclusion, then, traffic regulation is something which demands the cooperation of the public with the po- Oh, no, I like to walk! lice, and in the working out of an Some geezer stole my car, effective system the rights of both the And that just goes to show pedestrian and the driver must be

kept in mind, Drivers have a right to expect: 1. That all persons be prevented from hooking on behind vehicles, or And go from state to state stealing rides on trolley cars. 2. That pedestrians do not cross

heavy traffic streets at other places street crossings. persons crossing streets do not carry umbrellas or bundles so as o obstruct their view.

4. That persons do not read newspapers while crossing the street. 5. That persons walk on the side-



White Good Roads Truck, equipped wi th power dump body-recently delivered to the Honolulu Construction &

walks instead of in the roadway. 6. That persons in crossing streets keep their eyes open.

7. That passengers do not alight from street cars in motion. Pedestrians have a right to expect: 1. That drivers refrain from speedy and reckless driving.

2. That drivers refrain from operating vehicles with faulty steering gear, without adequate brakes or sound signals, without lights or with dizzling lights. 3. That drivers do not operate ve-

hicles while intoxicated.

4. That drivers of vehicles give the proper signals when about to stop. proach within 8 feet of a surface car Packard equipped with the new 26 which is stopped to discharge or re- horsepower airplane twin six moto ceive passengers. 6. That drivers keep to the right.

the left.

8. That drivers keep to the right of The time came close to the record car-stop sarety zones, salety isles, etc. on the straightaway course at Day caution in approaching street inter- times ever set by automobiles. The

11. That drivers do not leave ve-

hicles along the streets without brakes 12. That drivers hold the reins

Both drivers and pedestrians have a right to expect: 1. Laws that shall insure safety and

consistent with safety. 2. That no driver be permitted to operate unless he is competent to do ited for each lap.

such driver be taken and properly reported if the officer is unable to per hour.

6. That every driver charged with ined by a police or ambulance surgeon as to his condition.

particular to examine the brakes and for the distance. steering apparatus and report on it.

A MOTOR CAR TRAGEDY

have a dandy motor car, is hurry, not worry, To get there-no matter where-

And who knows what we'll do-I don't, do you? Some fellow builds a car or de or

That will collapse. How bum the coppers are-Why, honestly, I'm told They couldn't catch a cold. They're organized, I' see, To do their deviltry. Robbed by imported thieves!

That surely is the worst; In thieves, as in all else, I'm for home talent first, The foreign devils! How I wish I had them by the throat!

To think they'd steal a fellow's car And leave his note! -Columbus Dispatch.

TWIN SIX PACKARD BREAKS ALL WORLD'S RECORDS FOR 10 MILES

in Car Equipped With 265 h. p. Aeroplane Motor

All existing world's circular track records up to 10 miles have been 5. That drivers do not pass or ap broken by William Rader driving designed by J. G. Vincent, chief en gineer of the Packard Motor Car Co 7. That drivers in passing overtaken | During the speed trials held a wee rehicles, except street cars, keep to previously several records were broken en, but all of these have been bettered

9. That drivers exercise proper pre- tona beach, which are the fastes kilometer, the one and the two mile 10. That drivers do not leave horses records still stand for the Dayton unbridled or unattended on the course, but the five-mile record was bettered by the Packard.

It is probable that the car will be taken to Salt Lake and tried out or straightaways on the salt beds, which are said to be extremely fast, As in the previous trials of the properly in their hands and keep their Packard, a mark was made well up on the track, as the car could no hold the turns at the terrific pace Rader set if he drove close to th turns. The distance traveled for each of the laps was 400 feet more than

The fastest pace set by the car was 3. That a speedy or reckless driver for the quarter-mile, which was done be promptly summoned or arrested. in 6.9 seconds, at the rate of 130. 4. That the number of the car of miles per hour. The half-mile was made in 13.95 seconds, or 129 mile

For the kilometer a record of 17.3; 5. That in every accident a list of was set, and for the mile 28.76 seconds, 125 miles per hour.

The other distances up to 10 miles intoxication be immediately exam- were made in the following time: Two miles in 57.81, three miles in 1:26.6, four miles in 1:35.74, five miles in 7. That patrolmen on post notify the 2:24.66, or 10.42 seconds faster than owners of garages and stables of Hemery's records in the Darracq at measures being taken by the police Daytona; six miles in 2:53.27, seven miles in 3:22.71, eight miles in 3:52.41, 8. That in each accident, however nine miles in 4:21.52, and 10 miles in trival, the police officer on post be 4:50.88, or at the rate of 123.7 miles

The best previous record for 10 miles was made by Mulford in a Hud- that he ought to strain his lubricatson racing car in 7:54.40. Rader cuts ing oil, but this should be done, never-Mulford's time 3:3.52.

in a Benz on April 23, 1911. famous Brooklands oval in England in the pump.

were beaten. Hemery held the halfmile record on that track, and Horntwo and five miles records.

William Rader Sets New Marks doubt in the mind of Vincent but what they will be made official. Packard Records. Dist. Time M.P.H. Former Amer.

	. n. p. Aeropiane Mutur	L	ot.	Time	M.P.H.	Records.
3	All existing world's circular track	14		6.9	130.4	
	records up to 10 miles have been					(Benz) Indian-
Š	broken by William Rader driving a	l'				apolis, May 28,
	Packard equipped with the new 265-					1911.
•	horsepower airplane twin six motor	1,42		13.95	129.0	16.160 Oldfield
	designed by J. G. Vincent, chief en-					(Christie) Ta-
	gineer of the Packard Motor Car Co.	ř.				coma, July 5,
ĺ	During the speed trials held a week		0			1915.
)	previously several records were brok-	Ki	lo	17.35	124.0	21.40 Burman
	en, but all of these have been bettered.	ă.				(Benz) Indian-
	The time came close to the records					apolis, May 29,
	on the straightaway course at Day-		2	21/21		1911.
ŧ	tona beach, which are the fastest	Mi	le	28.76	125.	31.60 Oldfield
	times ever set by automobiles. The					(Christie) Ta-
	kilometer, the one and the two mile					coma, July 5,
	records still stand for the Daytona					1915.
Ì.	course, but the five-mile record was	2	$\mathbf{m}_{\mathbf{i}}$. 57.81	124.0	1:10 Oldfield
	bettered by the Packard.	1				(Christie) Ta-
	It is probable that the car will be					coma, July 5,
	taken to Salt Lake and tried out on					1915.
	straightaways on the salt beds, which	3	mi.	1:28.6	124.7	1:54.83 Bragg
	are said to be extremely fast.					(Fiat) Los An-
ij	As in the previous trials of the					geles, May 5,
	Packard, a mark was made well up		٠.			1912.
	on the track, as the car could not	4	mi.	1:35.74	124.5	2:33.37 Bragg
	hold the turns at the terrific pace	į.				(Fiat) Los An-
	Rader set if he drove close to the					geles, May 5,
h	turns. The distance traveled for each	۱ -			22.2	1912.
1	of the laps was 400 feet more than	5	mi.	2:24.66	124.4	3.00 Orr (Max-
	the regular two miles which is cred-					well) Omaha,
	ited for each lap.					July 5, 1915.
1	The fastest pace set by the car was	6	mi.	2:53.87	124.2	None.
	for the quarter-mile, which was done	7	mi.	8:22.71		None.
y I	in 6.9 seconds, at the rate of 130.4			3:52.41	123.9	None.
	miles per hour. The half-mile was			4:21.52	123.9	None.
1	made in 13.95 seconds, or 129 miles	10	mı.	4:50.88	120.3	7:45.40 Mul-
	per hour.				1/2	ford (Hudson)
1	For the kilometer a record of 17.35					
1	was set and for the mile 99 76 con	4-		10-11-00-00		-

EFFICIENCY TIPS

If you are in doubt as to the value of this treatment try the following experiment: Place some soot in a bottle and pour in equal parts of kerosene and ammonia. Shake it thoroughly. The mixture will become so discolored as to be opaque, showing its solvent action on carbon.

It seldom occurs to the motorist theless. Most people rely on the Burman still holds the world's rec- strainer in the funnel and many give gum. ords for the kilometer, the mile and the matter no thought at all. The two miles, which he made at Daytona result is that foreign matter carried into the pump may clog it or cause it All of the fast records made on the to fail, besides clogging the strainer lect in the top, in the interior, on the moving the carbon deposit it will be

If it is inconvenient to have the sted, driving a Benz, made the one, cylinders burned out, then use a car- ing in the current issue of American ing soon get full of oily carbon, water, Though these records have as yet ammonia and half kerosene. Put the not been passed on by the contest piston at top of compression stroke jures the car and shortens its career; down set screws, writes R. O. Allen "Josh is no slacker."-Washington



SERVICEDITORIAL

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cylinder full of mixture, scraping the bolt, made so by grit and dirt, caused torist. To obviate this I have used piston head and head of the cylinders the collapse of the Quebec bridge, bet- short screws with out heads on, but with the carbon scrapers. The liquid ter personal attention will be given with a screwdriver slot cut in them, must then be removed with air oil by him to the near godliness of clean- and screw them in flush with the top

When the cylinder head of a motor never to allow dust and dirst to col- is detached for the purpose of refloor, in the upholstery, or upon any noticed that during the process of part of the skeleton of the car, says scraping the piston, etc., the tapped Dr. Leonard Keene Hirshberg, writ- holes on the top of the cylinder castbon solvent. One of the best is half Motorist. If the owner will remem- etc., causing trouble to remove when ber that each spot of dust or dirt in- it is decided to insert the holding his home," replied Mrs. Corntossel. board of the A. A. A., there is little so that the valves will be closed. Fill if he will understand that one loose in the current issue of American Mo- Star.

of the cylinder casting before scraping operations are commenced. After the decarbonizing is completed the grub screws can be removed, when holes will be found to be free from

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